



Official and Classified ADVERTISEMENTS

Continued from Page 23

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fishing news

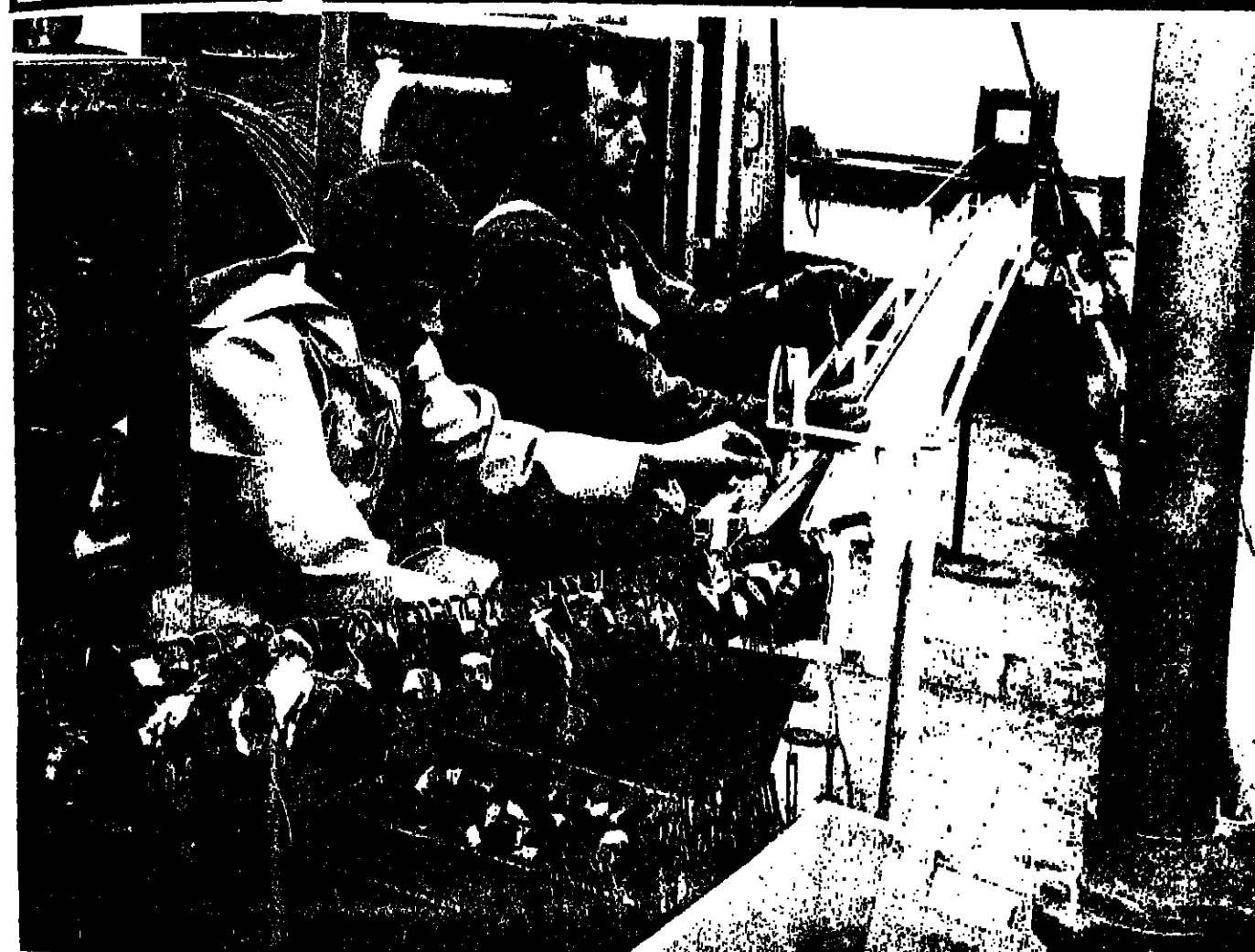
August 18, 1978

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A NEW longline system (left), being developed so that the smaller boats can work more efficiently without having to spend vast sums of money to change from traditional baskets, is attracting a lot of attention. Skippers all over the country have shown interest following recent White Fish Authority trials in the south-west. Full story and pictures will appear in Fishing News soon.

HADDOCK CONTROLS WORRY ABERDEEN

THE Government's expected Statutory Order on haddock fishing in the North Sea and off the Scottish west coast is thought to be due late this week.

Fishermen expect a licensing system to be introduced and catch restrictions in the region of 20 cwt. per man each week for the North Sea fishery and 8 cwt. per man for the west coast.

James Lovie, chief executive of the Scottish Fishermen's Organisation, said that the new order would keep non-members of producer organisations "in line".

Aberdeen and north-east fishermen fear that, if there is no government control, the "whistle" will be blown on the fisheries.

Aberdeen boats regularly fish west coast grounds and the loss of these vital supplies in a diminishing market would mean serious problems for merchants. Also, if the catch were to be set too low, there are fears that it would be uneconomical for Aberdeen trawlers to operate off the west coast — one of the few remaining areas left to fish.

The 9,000-tonne TAC for the west coast haddock fishery has already been exhausted, but fishermen belonging to POs have shown restraint in maintaining self-imposed quotas. A Government order would have the effect of restraining non-members who have ignored attempts to conserve stocks.

The move, however, would involve additional monitoring of catches and policing of vessels.

Robert Allan, chief executive of the Aberdeen Fish Producers' Organisation, said: "We are not at all happy with the prospects".

THREE DIE IN FIRE ON FREEZER

Roman towed into Norway

THE PORT of Grimsby was stunned at the weekend when three of its fishermen died after a fierce fire broke out in the engine room of British United Trawlers' 1,448-ton freezer-trawler Roman as she was fishing off Bear Island on Saturday morning at 10 o'clock. Roman, with a crew of 23, is one of BUT's most modern vessels.

She was 53 days out of the Humber and had almost completed her trip with about 350 tonnes of fish aboard when the tragedy struck.

The three men died, it is reported, while fighting the fire in the confines of the engine room after flames took a strong hold.

The crew assembled on deck after hearing fire alarms and repeated attempts to rescue the missing three men were made by officers using breathing apparatus.

The dead men were the bosun, Alan Parkin (53), married with two grown-up daughters; the junior bosun, Henry Sinkins (37), single, and assistant factory hand Ken Dean (29), a father of three.

As Grimsby mourned the victims the main talking point was how such a serious outbreak could have occurred in Roman's engine room, which has a full fire prevention sprinkler system.

The crippled freezer was towed into Helsingvaag.

Roman — engine room blaze off Bear Island.

Northern Norway, by her sister-ship Goth. The fire was out when they reached port.

BUT officials and a representative of the UK Trawlers Mutual Insurance Co. have flown out to Helsingvaag.

About half the survivors flew into Kirmington Airport, Humberside, late on Monday in a plane chartered by BUT, but they remained silent on arrival and were whisked away in a fleet of cars.

A spokesman for BUT said the men were anxious to get home and were still feeling rough and shocked over their ordeal.

Roman was blacked out by the blaze and it was not until Saturday evening that Humberside realised what had happened.

The crewmen who stayed on in Norway to help with preliminary investigations returned to the UK on Tuesday and Wednesday.

Apart from Goth, it was reported that a third Roman was fishing off Bear Island.

Turn to page 25

'AEOLUS' All the way with Decca

Aeolus, a new 74ft seiner-trawler, fishing out of Peterhead under the command of Skipper-owner George Findlay, has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent inter-chain position fixes that may be obtained in areas of overlapping Decca coverage. A Decca 350T Track Plotter automatically records tracks and tows and accurate steering is assured with the Decca 450 autopilot.

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HULL FLEET DROPS TO A NEW LOW

ONLY TWO of Hull's 23 sidewinders were at sea last week — a new peace-time low for the Humber port.

The deep-sea industry at Hull is now facing a grave situation.

The pair fishing were Hamling's *St. Dominic* and Newington's *C. S. Forester*.

On Monday Hamling's *St. Gerantius* returned with a Bear Island-White Sea catch of 918 kits which made £28,911.

At the same time Hull had 23 freezer trawlers at sea and six in dock. Of those out, ten were in the White Sea-

Norwegian coast area, eight at Bear Island and five in home-waters.

Although last week Hull had five wet fish trawler landings aggregating 9,002 kits, all of this supply — apart from 2,119 kits provided by two Newington ships — came from Icelandic vessels.

Seldom have catches by Newington trawlers been so low. After encountering very slack fishing north-north-east, *C. S. Forester* and *Somerset Maugham* each lost in the region of £18,000 on their trips.

C. S. Forester — Britain's top wet fish earner and catcher last year — made only £24,800 last week for 1,315 kits from Bear Island, while *Somerset Maugham* realised just £15,383 for 804 kits after a White Sea trip.

She has since been tied up in Hull's Albert Dock pending her sale. *C. S. Forester* is now Newington's only distant water vessel operating from Hull, following the disposal of *Hammond Innes* late last year and the laying up of *Joseph Conrad* a couple of years ago.

In addition, Newington has a fleet of seven seiner-trawlers operating from North Shields.

Although this 66-year-old Hull company is one of the port's smaller trawler owning concerns, it has never lacked enterprise.



Somerset Maugham — awaiting her fate after landing at Hull on Thursday last week.

For a time the firm had three freezer trawlers at Hull under its management but, apart from this, it has concentrated on wet fishing.

The firm built the only two stern trawlers designed to fish for the port's daily markets.

Newington's Beverley-built trio of the 897-ton *Hammond Innes* (commissioned in January 1973 and the last new vessel to join the Hull wet fish fleet); the 768-ton *C. S. Forester* (built in 1969); and the 789-ton *Somerset Maugham* (1961) has been formidable.

All three have been commanded by outstanding skippers, and the decision on *Somerset Maugham* was a sad one for the company.

No skipper has had a closer association with the vessel than Bill Brettell who, until taking over *C. S. Forester* and *Hammond Innes* as new ships, commanded *Somerset Maugham* for nine years.

Now ashore awaiting his turn to command *C. S. Forester*, he recalled some of the very many triumphs of *Somerset Maugham*.

£1m more at port

PETERHEAD'S white fish fleet hit fine fishing weather in July and increased the port's earnings by more than £1m for the month.

White fish landed and sold at the port was worth £3,412,084, compared with £2,391,517 in July 1977. Dues on white fish increased by £20,411 to £68,241 for the month.

Since January 1 this year Peterhead's white fish landings have totalled 737,922 cwt. valued at £17,130,006.

Total Scottish fish landings of all species in June 1978 amounted to 28,900 tonnes, while total landings in Scotland over the first six months of 1978 dropped to 170,000 tonnes. Approximately six per cent (10,300 tonnes) were herring; eight per cent (13,000 tonnes) shellfish; and the balance white fish.

The corresponding figures for the first six months of 1977 were total landings of 189,000 tonnes, of which approximately eleven per cent (20,200 tonnes) were herring; seven per cent (12,800 tonnes) shellfish; and the balance white fish.

Among these the side-winder won the national Silver Cod Championship on five occasions — 1982, 1985, 1986, 1987 and 1988. All but the last of these presentations were made at the Fishmongers' Hall in London.

Among those handing over the coveted award have been Edward Heath, Jim Callaghan and Lord Peart.

"The ship was very lucky for me and was the making of my career," Skipper Brettell told *Fishing News*.

"I have been a skipper on the Newington firm for 18 years and was 29 years old when I first took this vessel out. Although not the fastest ship sailing out of Hull, she had the power for towing."

"I think she has paid for herself many times over and that she was the basis of Newington's doing so well."

Talks in Norway pay-off

BRITAIN and Norway now have a close understanding of each other's views on North Sea fishing following a visit to Bergen last week by a Ministry team.

The meeting was set-up by Fishery Minister John Silkin when he visited Norway last month as the British fleet is particularly dependent on Norwegian grounds at present.

After the visit the Ministry issued this bald statement.

"Following Mr. Silkin's visit to Norway at the beginning of July, a team of Ministry of Agriculture and

Department of Agriculture and Fisheries officials, including a number of the Department's Sea Fisheries Inspectorate, went to Bergen, Norway, on August 9 and 10. "They discussed with their opposite numbers in the Norwegian administration problems of mutual interest concerning fisheries enforcement and control. The two sides agreed that the exchange of views was valuable and the contacts should be maintained."

There are no plans for further meetings at present but these could be set-up on short notice.

However, meeting in Britain in a good position should Common Fisheries Policy talks back to a corner. Talks on the C.F.P. are due to resume in Brussels on September 25-28 following the EEC's summer holiday. Both Britain and Norway are keen to ensure a conservation policy is introduced for the North Sea.

August 18, 1978

'Roman'

From page one

Vanguard, answered the distress calls from the four-year-old freezer. She put her crew aboard, but these parted because *Roman* had no stowage. The crew had to bathe down the hatches and let the fire die out.

Ten of the fire's survivors transferred to *Rose Vanguard* and were also landed at Honningsvåg.

Roman, under Sk. Tony Baskcombe, was one of 14 Grimsby-based BUT trawlers recently switched to Hull as the crew was still predominantly Grimsbymen.

She is the second Grimsby freezer-trawler to meet disaster on transferring to Hull. At Christmas the *queror* ran aground.

All BUT trawlers are given fire-fighting training as a standard part of their training. The company expressed its deepest sympathy to relatives.

The Department of Trade has begun a preliminary inquiry into the fire. A report will go to the Secretary of State to decide if a public enquiry is required.

Most of the damage was reported to have been to generators and circuits.

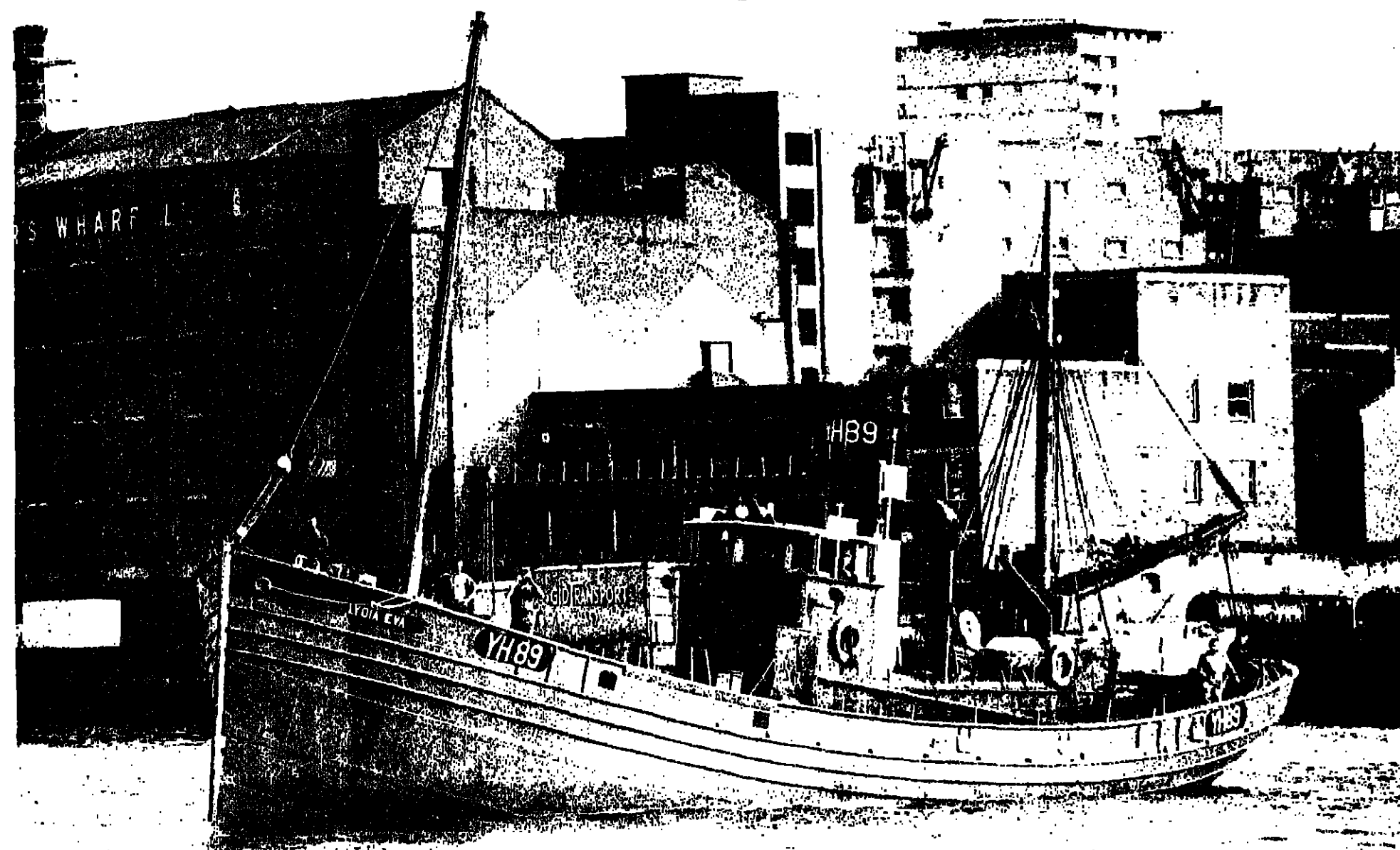
Exactly how the three men died will not be known until after the inquest, but it is thought they were overcome by the smoke and fumes.

Roman was being towed home by the Hamling trawler *St. Jerome* starting on Wednesday and it is hoped to save her catch.

August 18, 1978

FISHING NEWS

3



BUT LAYING UP THREE MORE

BRITISH United Trawlers at Grimsby has withdrawn three sister-ships from service.

They are the three sister vessels laid-up last week "for an indefinite period." *Ross Kelly*, *Ross Kelvin* and *Ross Kashmir*.

The fourth 'K' class trawler in the Grimsby fleet is *Ross Kipling*, but this vessel — the most successful of the quartet this year — is already back at

sea after landing on August 7. All four trawlers were former distant water vessels forced to switch to home waters because they have nowhere else to fish.

This bad news for the port comes at a time when almost the entire Grimsby trawler fleet is losing money and, in the interests of economy, it is a move other firms may follow.

At present the South Humberdale port is well supplied with fish by its small boat North Sea fleets but, as these stop fishing through most of the winter, the supply situation could become acute later this year if some of the port's laid-up tonnage does not put back to sea.

This latest move reduces the BUT fleet at Grimsby still fishing to just 14 wet fish trawlers, an all time low, and highlights the problems of switching former distant water vessels on to the middle water grounds successfully.

None of Grimsby's three distant water owners has done this with any degree of achievement.

Victim dies

MR. JESSIE FARMER (84), one of the four pensioners taken to hospital after eating a tin of John West salmon infected with botulism, died on Wednesday. He had been in a Birmingham hospital 17 days and, along with three others, was being kept alive on life-support machines.

Lydia steams to London on four tons of coal

THE 38-year-old restored herring drifter *Lydia Eva* is now at her new base in London's St. Katherine's Dock where the Maritime Trust is opening her to the public.

The drifter — pictured above turning into the dock on Thursday last week — steamed down from Great Yarmouth on four tons of coal. Commander Robert Wall, deputy-director of the Maritime Trust, was at the helm.

It was a sad day for 88-year-old Great Yarmouth fisherman, Harry Dallimore (below), who has looked after her for the past two years and came to London on her last voyage. "I'll stay on for a couple of weeks to clean her up," he said. "But it breaks my heart to see her go — she's a wonderful sea boat, and she handled beautifully on the trip down the coast."

Harry served on similar vessels in the 1930s, working as far as the Faroes. "The lads today don't have to work the same as we did — they have machines to do everything for them," he said.

When *Lydia Eva* arrived Harry was careful to stow away the bell. "I'll bet there are thieves down here," he said. "Can't be too careful!"



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MANX QUOTA CUT DEFIES EEC

AROUND 200 Scottish herring fishermen last week applied for the 120 available licences to fish Manx herring.

The talks on Manx herring held in London last week brought agreement that fishing will be banned a week earlier this year. Also, the close-season ban is to be extended right through until the beginning of next year.

This is a victory for marine biologists and others attempting to protect and conserve the Manx fishery.

The effect will be that, instead of the usual October 1 ban, the grounds within the island's 12-mile limit will be closed on September 24. And, instead of opening again in mid-November, they will remain closed until January 1 next year.

In addition to the extensions of the close-season, the talks at the Fisheries Ministry also determined

that the total allowable catch (TAC) should only be 9,000 tonnes this year - again a victory for the conservationists who warned that any more than this figure would result in a complete ban next summer.

The decision to limit the TAC to only 9,000 tonnes is in defiance of suggestions made in Brussels by EEC officials. They were not convinced the grounds were being depleted as suggested and wanted a 12,500-tonne limit.

Fisheries Minister John Silkin caused considerable controversy with his insistence that Britain would defy the EEC and last week's decision was described by a spokesman as a unilateral one.

Scientist Dr Andrew

Brand, of the island's Marine Biological Station, said he and his colleagues were obviously very pleased with the outcome of the talks and welcomed both the additional ban and the reduced TAC.

"We thought it might be very difficult for the industry to accept such severe restrictions," he added, "no matter how vital they are."

Dr Brand explained that the Manx grounds are most abundant in September as the spawning shoals move around to the Douglas Bank, off the east coast. "The close-season being brought forward one week will go a considerable way towards protecting some of the spawning fish," he added.

"The one week extra at the end of September means far more than all the six weeks extra at the end of the year put together."

About 95 per cent of the spawning stock are within the protected 12-mile zone. Those outside the area are fished by Irish boats which are not issued with the permits necessary to fish the territory which is controlled by the Manx Government.

Last week's talks were attended by Ministry of Agriculture officials, their Manx Government counterparts, representatives of the industry and marine experts.

The measures have been accepted by the Isle of Man Fishermen's Association. Secretary, Mike Richards, attended the talks and described the measures as "necessary" to protect future herring seasons.

As 2,500 tonnes has already been taken from the grounds, the new TAC means that Manx and UK boats will only have 5,400 tonnes left to fish from now until September 24.

MORE TRAWLS

SOUTHERN NETS LTD. is moving into larger premises at Lower Cross, Udimore, Rye, Sussex, this week to expand trawl production.

The boxes - made by GPG Products Ltd. - were introduced for increased efficiency, safety and hygiene. As there is no automatic washing equipment in use at present, the plastic containers are easier to clean and sterilise than wooden or metal boxes.

This is the first time the island has had its own boxes and Mike Richards, the association's secretary, said the more expensive plastic variety were chosen as a long-term investment.

"We don't anticipate the loss factor that other places such as Peterport has," he added. "They lose up to 1,000 a day up there."

Although they are already



fishing news

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More advice from Torry

SQUID and Health Hazards of Handling Industrial Fish are two new advisory notes from the Torry Research Station.

The leaflet on squid (Torry advisory note no. 77) gives information on the species distribution in UK waters and its economic importance. It also gives advice on its handling and processing of squid, its chilled and frozen storage life and the composition and yield of edible fish.

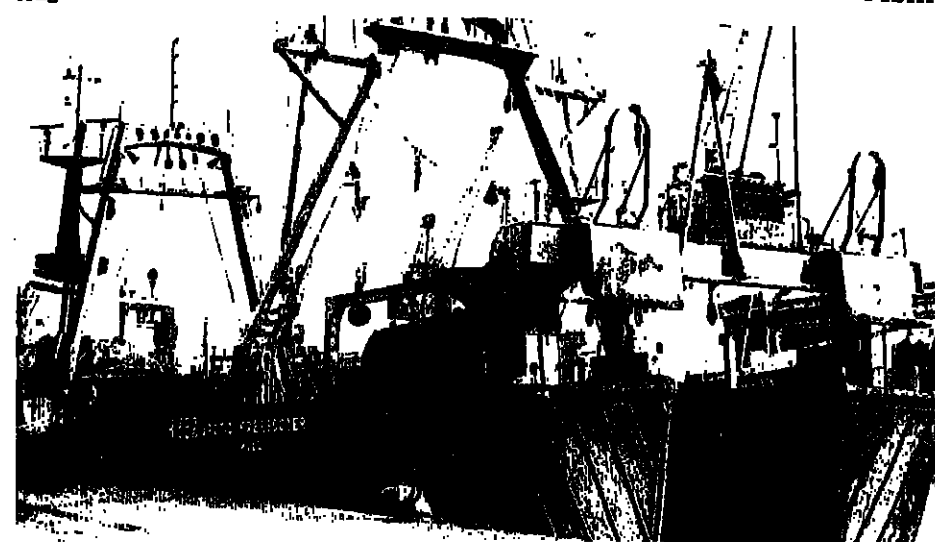
Squid are caught in waters around Britain, mainly as a by-catch by vessel trawling or seining for white fish. The heaviest landings are made at Grimsby and Aberdeen.

The squid's life history is not fully known but they are thought to live mainly in deep water on the Atlantic edge of the Continental shelf, moving inshore seasonally.

The second leaflet (Torry advisory note no. 78) explains the dangers of handling industrial fish at sea and in port caused by poisonous gas released from the catch.

Suffocation because of the lowered hold oxygen level is the main risk and the leaflet recommends that one man should be on watch at all hatchways.

Both leaflets are free for The Director, Torry Research Station, P.O. Box 31, 100 Abbey Road, Aberdeen.



Arctic Freebooter - from sixth to first in freezer contest.

Boyd ship tops freezer contest

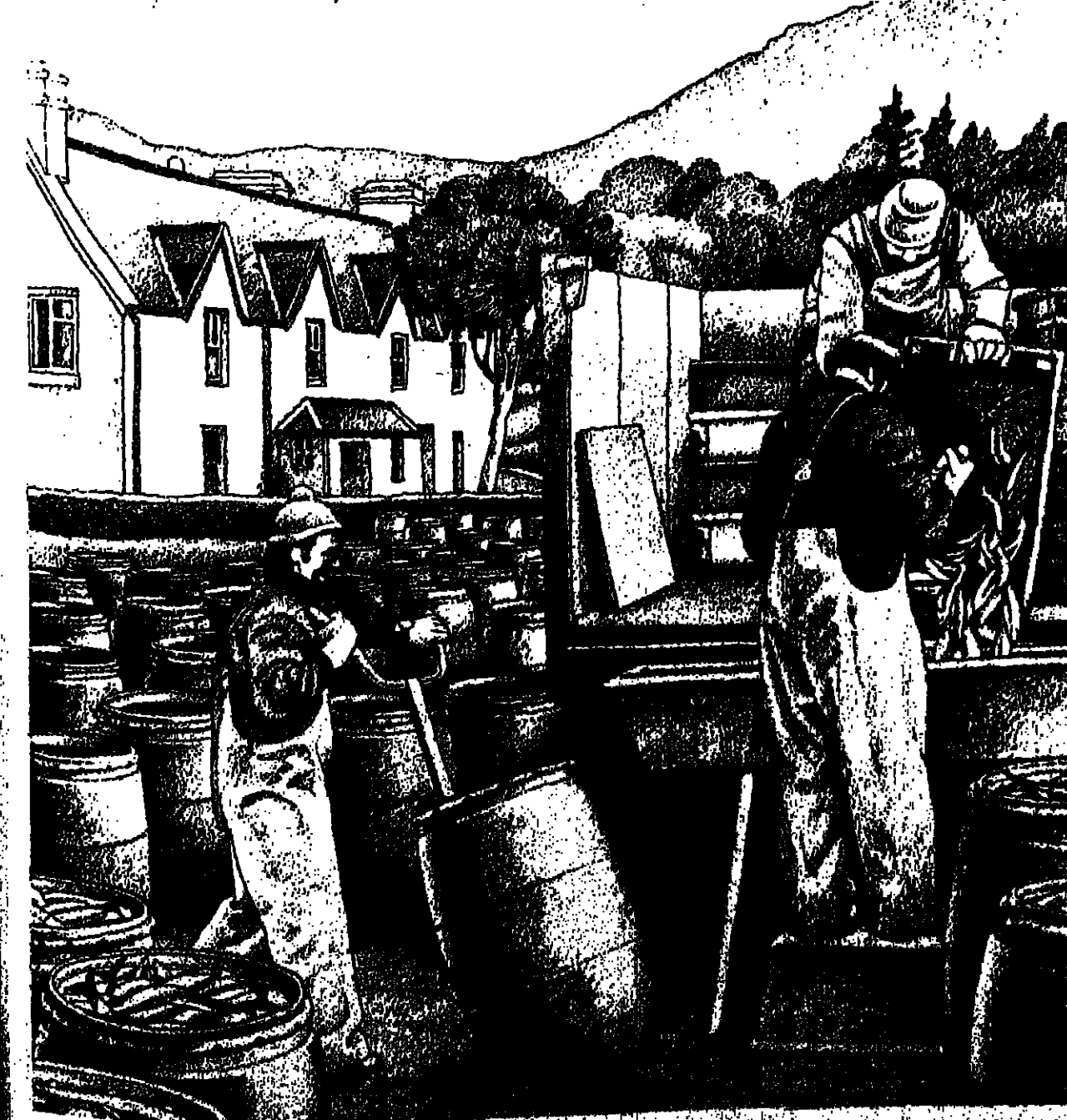
BOYD LINE'S Hull-based Arctic Freebooter has jumped into the lead of the British Freezer Trawler Challenge Competition.

She was sixth in March and second in April behind BUT's Pict. Now she leads by a margin of 389 points.

The latest monthly placings list (right) - issued last week - is based on returns to the end of May. There are now 33 freezer trawlers taking part and, in the latest top 20, BUT holds ten places, Marr 4, Hamling 3, and Boyd Line 3.

Position	Vessel	Tonnes	Points
1(2)	Arctic Freebooter (BOYD)	1034.6	13,806
2(1)	Pict (BUT)	923.0	13,437
3(3)	Kurd (BUT)	955.0	13,366
4(8)	Roman (BUT)	1003.4	12,007
5(6)	Kelt (BUT)	805.4	11,780
6(5)	Ross (Illustrious (BUT)	702.8	11,550 EST
7(7)	Coriolanus (BUT)	806.7	11,535
8(4)	Kirkella (MARR)	808.2	11,168
9(11)	Arctic Buccaneer (BOYD)	3454.4	10,542
10(13)	St. Benedict (HAMLING)	3283.9	10,267
11(17)	Invincible (BUT)	701.7	10,119
12(16)	Southella (MARR)	1917.9	9,658
13(12)	Arab (BUT)	648.3	9,505
14(18)	Ross Vanguard (BUT)	629.3	9,187
15(15)	St. Jerome (HAMLING)	665.5	9,168
16(9)	Suanella (MARR)	627.2	8,808 EST
17(10)	Dane (BUT)	668.3	8,754 EST
18(14)	Arctic Galliard (BOYD)	2673.6	8,319
19(20)	St. Jason (HAMLING)	2378.0	7,378
20(24)	Northella (MARR)	1723.2	7,237

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Floating a trawl headline

"WE ARE making a seven-fathom headline, six-fathom footline trawl and are in doubt as to the best kind of floats to use on the headline."

"Could you tell us what types of metal and plastic floats suitable for the purpose are available and where they are obtainable?"

■ Metal floats made of either steel or aluminium alloy are readily available. They are invariably spherical and, though some of them are designed for use by trawlers and seiners fishing in depths to 60 fm., most of them are produced for trawlers working in deeper water.

Metal floats produced for use in comparatively shallow water are made in various sizes from 5 in. to 10 in. diameter and usually have a single lug welded on to them. Those produced for use in over 150 fm. are also made in a number of sizes between 5 and ten in. diameter and usually have a single or double lug incorporated into them in the die casting process.

Buoys range from about 2lb. for a 5 in. diameter steel seine net float to about 14lb. for a ten in. diameter aluminium alloy float with a maximum working depth of over 500 fm.

If you want to give extra lift to your headline, special types of 'upthrusting' aluminium floats are available. These may be single spherical floats with a scientifically designed metal rim around them to make them plane upwards when the trawl is moving through the water, or a pair of spherical floats incorporated into a kite.

Some steel floats are painted by the manufacturers but all aluminium alloy floats are a natural grey colour. The former can corrode if they are dented and the paint cracks, or if the paint wears off. The latter will never corrode.

Although metal floats continue to be the most popular for use on the headlines of deep sea trawls, plastic floats are now used to a great extent on the headlines of light and small trawls.

Plastic materials are almost ideal for making floats. They are impervious to water and do not absorb it. They are highly resistant to weathering. A wide range of colours can be incorporated in the manufacturing process and they require little or no maintenance.

Popular among them are spherical floats made of hard plastic materials such as Nokolon, Nautilus and North Star floats which, instead of lugs, have two holes through them by means of which they can be lashed to a headline.

Nokolon floats were the forerunners of this type of float. They are made in Denmark, are usually a grey colour and are available in sizes from 5 in. to 11 in. diameter. Although the manufacturers of Nautilus and North Star floats ceased to produce them a year or two ago, they are still obtainable from certain sources.

The former are usually a white or grey colour and are designed for use on trawls likely to be used in depths to about 200 fm. The latter are usually coloured orange and

are designed for use in depths to 100 fm.

Another type of hollow spherical plastic float which has become popular for use on trawl headlines is known as the Permolift float which is made of a very hard, impact resisting plastic. It differs from the other plastic floats in that it is made in one piece without a weld and has lugs moulded into it.

Major Permolift floats are 7½ in. diameter and con-

Several versions are available for use on either the port or starboard side of a boat and in 12, 24 and 30 in. head sizes. All sizes have the same pulling power but the larger the head, the faster the hauling rate.

According to the manufacturers — Kennebec Marine Co., 476R Fore Street, Portland, Maine 04101 — nets can be hauled at speeds from 90 to 270 ft. a minute.

John Burgess' Log



structured for use in depths to 400 and 500 fm. Minor Permolifts are 5½ in. diameter and intended for use in depths to 100 and 300 fm.

A third type of plastic float which has achieved some popularity is a spherical float made in Denmark which is designed to be screwed instead of lashed to a headline.

To attach it you remove a large plastic screw from it, insert the headline in a cut-away part of the screw, and then replace it. Only ten turns are necessary to fix it firmly.

Nokolon floats with two side holes, centre holes or screws are obtainable from: Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Ellon, Aberdeenshire; spherical hard plastic floats with holes in them from Plasticisers Ltd., Drighlington, Bradford, Yorkshire — Bridport-Gundry Ltd., Bridport, Dorset — and Injection Moulders Ltd., Kitchcock Place, East Kilbride, Scotland; Permolift floats from Pershore Mouldings Ltd., Trading Estate, Pershore, Worcestershire; and metal floats of all kinds from Cosalt Ltd., Fish Dock Road, Grimsby, South Humberside.

The compressor — belt-driven off the engine — freezes the solution in the evaporator solid after half an hour. A thermostat then cuts out the electro-magnetic clutch and stops the compressor, the evaporator having already stored enough cooling capacity to maintain the locker temperature for 12 hours.

After that, whenever the engine is running, the thermostat will start and stop the compressor automatically.

The supplier is: Peter Smalles Marine Ltd., 2 Bramble Road, Southsea, Hampshire.

It is known as the Crossley Net Lifter and consists of a rotating head, head pan, cam and outboard roller equipment.

The principal part of the equipment is the head, which is a revolving spring-activated device with jaws. The latter are cam-controlled and grip the headline of a net as it is brought inboard over a roller, pulling both net and catch into the headpan. As the head continues to revolve, the jaws release both line and net over the deck.

Although the jaws grip firmly, it is claimed that they do not damage line, floats or netting during hauling.

Keeping cool

"WE CAN carry ten cwt. of ice in the locker of our boat and, as we have to travel 120 miles to get it, the longer we can keep it the better."

"Is there a small, inexpensive refrigerating unit available which we could use to keep the temperature in the locker down?"

■ A unit known as a Frigoboat might be suitable for you. It can be operated directly off your main engine and consists of a compressor with an electro-magnetic clutch, a condenser and an evaporator plus connecting hose, controls and mounting parts.

It is simple to install as it is pre-charged with Freon 12 and ready to run. Compressor and condenser are designed to be fitted in the engine space, evaporator in the ice locker.

The compressor — belt-driven off the engine — freezes the solution in the evaporator solid after half an hour. A thermostat then cuts out the electro-magnetic clutch and stops the compressor, the evaporator having already stored enough cooling capacity to maintain the locker temperature for 12 hours.

After that, whenever the engine is running, the thermostat will start and stop the compressor automatically.

The supplier is: Peter Smalles Marine Ltd., 2 Bramble Road, Southsea, Hampshire.

American net hauler

IF YOU use a net hauler for recovering gill nets or trawls and are not satisfied with it, you might take a look at the merits of a hauler which was developed and produced in the USA and has continually been improved.

It is known as the Crossley Net Lifter and consists of a rotating head, head pan, cam and outboard roller equipment.

Although the jaws grip firmly, it is claimed that they do not damage line, floats or netting during hauling.

New radar reflector

IF YOU operate in the English Channel or the approaches to it, the North Sea, or in any other area where traffic is heavy, you may be interested in a recently introduced radar reflector.

It is known as the Firth 'Portland' reflector and is claimed to reflect radar transmissions much more efficiently than octahedral reflectors, particularly when

a boat is rolling and/or pitching.

It is made of aluminium and enclosed in a yellow GRP case 27 in. long by 10 in. diameter. The case has lugs moulded into it top and bottom for hoisting, and total weight is about 5lb. It meets Department of Trade and Industry specifications formulated to ensure as far as possible that reflected signals are detectable at least five miles away.

The 'Portland' is made by Firdell Multiflex Ltd., 21 Kingmoor Road, Harlow, Essex, from whom further particulars are obtainable.

Helmsmen seats

"DO YOU know of a firm which can supply helmsman's seats? I want a folding type as there is not much room in the wheelhouse of my 33 ft. MFV — a seat which can bolt on to the after bulkhead behind the wheel."

■ Simpson-Lawrence Ltd., 218 Edmiston Drive, Glasgow, can supply seats of the type you want. The company does not supply direct individuals but through its distributors in various parts of the country — in your case Jackells and Son Ltd., Wrexham, Norfolk.

Tagged?

A READER recently caught a flounder off Rhyl which had red and yellow plastic discs on either side, joined by a zip through the flesh. The yellow disc was marked E62/9007.

Buying hooks

"WE ARE having difficulty in obtaining supplies of stainless steel and galvanised hooks in bulk for longlining. Do you know of a firm from which we could get them?"

■ Hooks in quantities up to 5,000 are obtainable from Unisports Ltd., 10 Glynn Road, Buckingham; in quantities over 5,000 from Campbell Dixon Ltd., Sunford Road, Buckingham.

Should neither of these firms be able to supply the type of hooks you want, Mr. Ward Duskworth, Lifford House, Crawley, Surrey, would be able to give you the name and address of a supplier who can.

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Grimsby's best-ever open day

GRIMSBY fish dock's now traditional open day, when the industry is on public view, proved a huge success earlier this month. More people than ever spent the afternoon strolling among quayside stalls, mobile exhibitions and queuing to tour vessels open to visitors.

These included the big distant-water trawler *Boston Boeing* and the Royal Navy mineshunter and fisheries protection vessel HMS *Bickington*.

The event was officially opened by comedian Charlie Williams, who not only gave the big crowd plenty of laughs, but persuaded that much-respected fish docks personality Jack Vincent to part with £15 in an auction for an ice cake in the shape of a ship.

Vernon Green of the Boston Group, who was chairman of the open day organising committee, welcomed everybody and said it was disturbing to see so many distant-water trawlers in the dock because they had nowhere to fish.

He felt, however, that the port would continue to prosper and emphasised the large contribution the growing fleets of small vessels were making. Mr. Green said that despite the loss of so many big trawlers, the efforts of the smaller boats and landings by Cosalt, marine radio equipment by Redifon, basket making, fish gutting (to order) and static displays by Coastguards, the Royal Navy and Royal Anglian Regiment.

Quayside exhibitions included net braiding by Cosalt, marine radio equipment by Redifon, basket making, fish gutting (to order) and static displays by Coastguards, the Royal Navy and Royal Anglian Regiment.

A record £2,505 was raised and, as usual, the proceeds went to the Royal National Mission to Deep Sea Fishermen.

A special attraction was an air-sea rescue demonstration in the Humber by an RAF helicopter from Leconfield.



Mobile displays along the North Wall were of big interest to the crowds.

MACKEREL RUSH IS ON

OVER 100 Scots fishing boats were expected to be fishing Scottish west coast mackerel grounds by the end of this week. Meanwhile, an announcement on quotas was expected at any time.

Sixteen Russian and Eastern bloc factory vessels are expected in the area for the season which is about to start.

Most of the catches will go to the factory ships and the catch is expected to be around 100,000 tonnes — double last year's figure.

Jim Lovie, chief executive of the Scottish Fishermen's Organisation, said: "Not only is the Scots fleet, but is a survival fishery for our skippers because of the general clamping down on herring fishing. We are hoping and praying it's going to be a good mackerel fishery."

Mr. Lovie said that SFO would manage the fishery but, if their attempts were not successful, the ball would be back in the Government's court.

It had been agreed that the SFO would run the management within Government guidelines, the aim being to land as little mackerel for fishmeal as possible.

Mr. Lovie added that the fishermen were still unhappy about the scientists' stock calculations. "We think the scientists have got it wrong again, or at least what they are talking about is 'paper fish'."

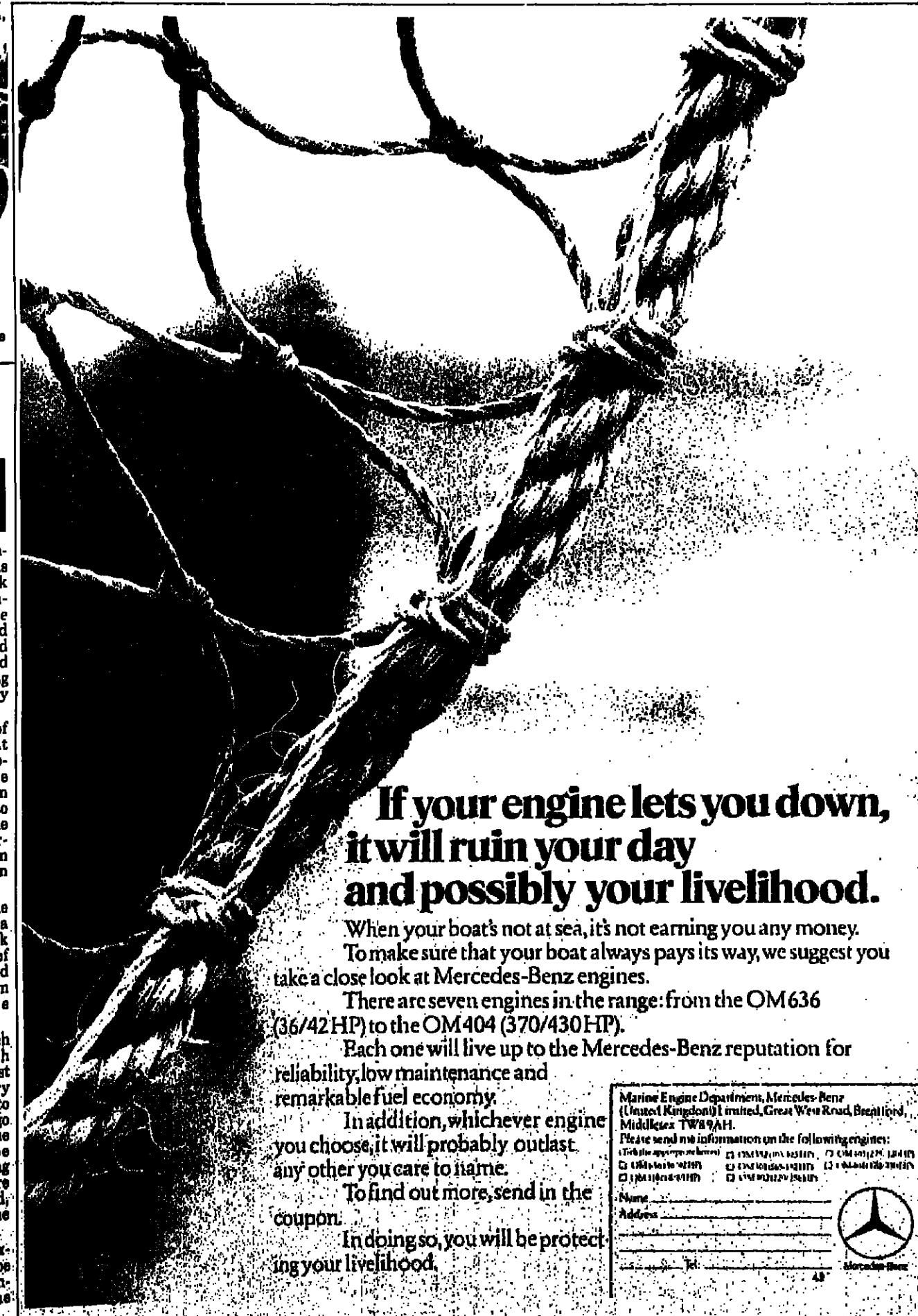
"Fishermen felt the scientific assessment of stock was too high. The stock calculations had been increased to more than double last year's figure and fishermen were concerned that over optimism could lead to a repetition of the herring stock which was tragically overfished."

Basil Parrish, Director of the Marine Laboratory at Aberdeen, said: "The substantial increase in the recommended maximum take from 250,000 tonnes to 450,000 tonnes had been the result 'of some new information' not available when the original assessment in 1978 was made."

"The main source of the new information was from a survey of the spawning stock off the south-west coast of England. Work was carried out by English scientists in collaboration with the French."

As a result of this much better information which became available. The first estimate was based on very poor data, but you have to remember that not so long ago the only fishermen in the British Isles seen to be seriously interested in fishing mackerel were the Cornish fishermen in Cornwall and, therefore, research on the species was very small.

"We then got a rapid expansion of fishing, not only by the British but by other countries, particularly in the Eastern Bloc."



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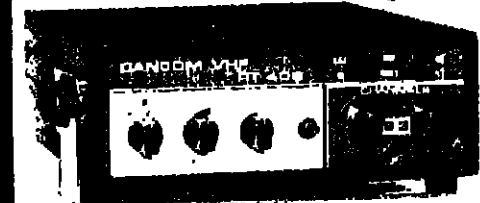
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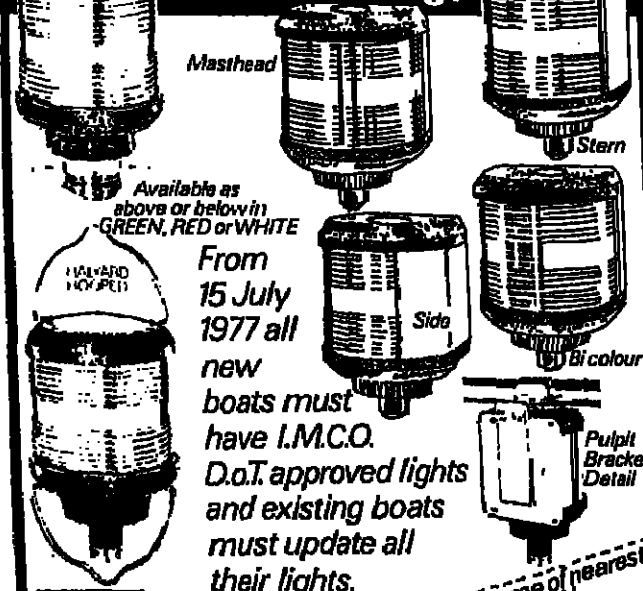
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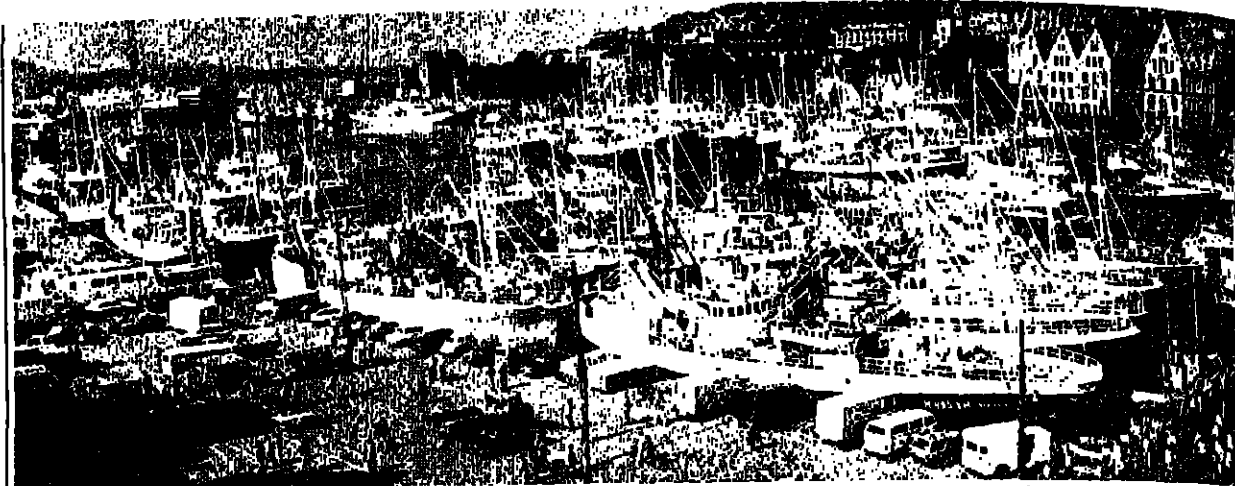
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Almost all of the 96 purse seiners crowded into Bergen harbour last week. They won a quota concession.

MACKEREL DEMO — 96 pursers in Norway protest

A FLEET of 96 Norwegian purse seiners won a mackerel quota concession last week when they converged on Bergen in a demonstration.

The fleet — virtually all the Norwegian boats engaged in the mackerel fishery north of 60° — left the North Sea on Tuesday last week for Bergen to put pressure on the authorities to allow the fleet to go south of 60° for mackerel.

The Norwegians said they have had to stand by and watch Faroese and other fishermen make good catches while they have to wait until

September 1 due to Norwegian regulations. On the Wednesday morning the fleet glided slowly into Bergen harbour and pursers were assigned berths. The Sotra purser *Libas* was co-ordinator. Her skipper, Peder Lie, said when nobody got any catches north of 60° on the Monday, they decided they had had enough of waiting for September 1.

The 96 boats were supported by fishermen's organisations. Their five spokesmen in the catch regulating committee, and a representative of the Norwegian Fishermen's Union, arrived in Bergen to take part in what promised to be a stormy session with the Fisheries Directorate. The Fisheries Directorate is sympathetic to the

problems of the pursers but, according to Knut Varidal, there are different interests to be cared of.

While the committee session, coastal fishermen from about 59° and threatened an action of their own in Kristiansund if a purser fleet is allowed taking mackerel before September 1.

Fishermen in Bergen agreed there was no need to be taken north of 60° may mean that the south of 60° are made of North Sea mackerel which according to Norwegian research is weak as not to be tolerate any larger fishing this year or next.

By the Wednesday a compromise was reached to allow the pursers to fish on Monday for a limited quantity of 15,000 tonnes. The total-seiner quota is 80,000 tonnes. Some skippers in Bergen say they have given up mackerel and plan to go summer capelin.

...DUTCH TESTING IRISH HERRING

THE DUTCH are carrying out investigations of herring stocks off Ireland's west coast, according to reports from Vlissingen in Holland.

The survey is being made by the Dutch research vessel *De Tridens* and the Dutch authorities are interested in the future possibilities for their herring fleet.

Dutch nets have been somewhat empty this season and they appear to have failed to catch their full quota, although they still made un-

official approaches for an increase in their quota.

Dutch Fisheries Minister, Van Der Stee, asked the National Institute for Fisheries Research to study the situation. He, apparently, considers Ireland's fishing limits extension announcement from 12 to 20 miles to blame.

The results of *De Tridens* research activities are to be kept secret, but Mr. Van Der Stee intends to use them in future negotiations with the Irish Government.

However, there are strong doubts as to whether the

Dutch will find anything optimistic off the Irish West Coast.

Herring stocks were never regarded as tremendously abundant in the area and most biologists believe that catches should be strictly limited in order to protect whatever herring remains in the zone.

Shetland licence scheme unlikely

THE Government is unlikely to agree to a special licensing scheme favouring Shetland fishing boats on local grounds, a Shetland delegation were told recently.

Representatives of Shetland Islands Council's fisheries working group met Bruce Millan, Secretary of State for Scotland, who told them that the Government would look favourably on their appeal to have the post box extended north, to take in the grounds around Shetland, but that licensing for Shetland boats was not a possibility.

It is understood tentative suggestions were made about an alternative scheme governing the size of boats to be allowed to fish around Shetland. Fisheries group

chairman Alex Morrison said that there would have to be considerable discussion before any scheme was agreed.

Jack Burgess, the Island's Council director of research and development, said: "What we are saying is that, even if Britain reached a settlement with the EEC on fishing today under which Britain had exclusive use of a 200-mile limit, there would still be need for a regional approach."

"There is increasing evidence of separate needs and ideas from other areas and we think that you cannot go on indefinitely in a situation where too many boats are chasing less and less fish. "Somehow and sometime there is to be limitation and it is time that everyone faced up to it."



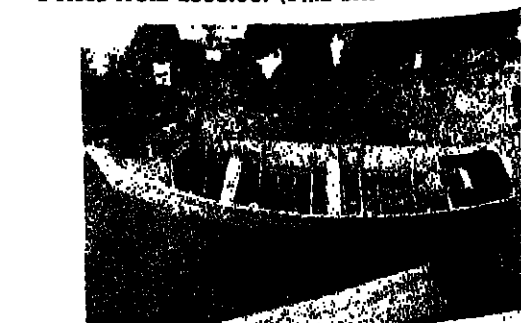
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KING FROST AT FROZEN FOOD FAIR

KING FROST will feature its full range of products at the Frozen Food and Freezer Festival Exhibition in October, emphasising its position as important suppliers to the wholesale frozen food trade.

The company's range, which is constantly revised, includes breaded scampi, breaded plaice, fish cakes and a large selection of shellfish.

David Morgan and his King Frost wholesale sales team will be on Stand 80. The exhibition is at the West Centre Hotel, Fulham, London, from October 1-14.

TRAWLER owners from England's three main trawling ports met in Edinburgh on Wednesday to formulate a joint approach to the Government for aid.

The owners are expected to ask for payments on dock modernisation schemes at Hull, Grimsby and Fleetwood to be written off as part of a plan to keep the fleet fishing.

All three ports have been hit by drastic fleet reductions and had approached the Government

CROWDS WATCH MUDEFORD RACE

THOUSANDS of holidaymakers turned out to watch fishing boats racing off Mudeford, Dorset, on Sunday. Local boats raced out to the fishery protection ship HMS *Crichton* and the winner was Bill Watson in the 30ft. long *Southern Girl*.

This Hull Steel Craft boat, powered by a 40 hp Lister diesel, collected the Eric Atterton Cup for the fastest time of the day (22 minutes).

Second boat home was *Nordvare* (Sk. John Baker) the Lister-powered small stern trawler which took the honours last year.

Third place went to Peter Smith's *Miranda*, an inshore potter powered by an 8 hp Yanmar engine. She started off 31 minutes before the winner and put up the fastest time by an under 20hp boat.

The next three places went to *Lucky Lady*, John Barry and *Buccaneer* which had the Mayor of Christchurch aboard.

There were 18 starters and proceeds went to the new lifeboat house.

One of the eight starters in the punt race sank. The race was won by Peter Smith and Dave Nippard after a close battle.

Ice price increase

MUCH higher production costs over the last two years have forced BIM to increase the price of ice by 25 per cent.

The new prices, which came into effect on July 31, are: lots of 1-tonne or over, £10.00 per tonne; lots of less than 1-tonne, £1.50 per kg.

BENEFIT MEETING

THE Working Fishing Owners' Benefit Group is holding its annual meeting on September 16 at the Craws Nest Hotel, Anstruther. Starting time is 10.30 am.

Billingsgate

One year a long time in politics

SO THE Minister has been and seen for himself, and breakfasted on sole indeed — nothing but the best for the possible provider of wealth. No doubt the political colour of some of his breakfast companions caused them to sup with very long spoons. But convinced they were of this Government's goodwill and, *pro tem* at least, the names of Silkin and Shore are spoken with due reverence.

Indeed, one is left with a sense of wonder, if nothing worse, at the sight of a group, whose collective views are somewhat to the right of Patrick Wall, scrambling for the benefits of Socialist policy on Dockland employment.

Remember, however, that the Minister's promises were not of action 'at a stroke'. He talked of another year being nothing in Billingsgate's 1,000 year history and of the need for further investigation.

Suppose we look forward a year. Is he going to be in a position to consider the results of those inquiries and to fulfil his commitments to new market premises? Is the member for Tower Hamlets still going to be the Minister for the Environment, with the power to nudge the appropriate local authority and will his fingers still be on the pulse strings?

No one doubts that Mr. Shore will be returned again as the Member for Tower Hamlets, whenever the next election occurs. That election must come before the most optimistic date for the movement of the market eastwards and, therefore, the question arises as to whether Messrs Shore and Silkin will still be on the Government benches.

In the event of these right honourable gentlemen becoming part of Her Majesty's Opposition instead, will their promises be discharged by the incoming Government? Will Billingsgate be considered a "lame duck", required to seek its own risk capital in the aged name of free enterprise?

Perhaps the protagonists of the new market, having peeped into their crystal ball, should covertly cultivate the Shadow ministers of Agriculture and Fisheries and the Environment, or even Clement Freud and Alan Beith.

Owners meet to ask for aid

separately for aid. The Government had suggested that the owners get together to adopt a joint policy. The first meeting was held on Wednesday with Charles Meek, chairman of the White Fish Authority, in the chair.

Dock charges are hitting the owners hard. When the ports were modernised, the Government put up 60 per cent of the cost, with the other 40 per cent to be paid for by trawler owners through landings payments to the Docks Board.

However, the cash was spent with the expectation that flourishing fleets would share the cost.

Now, the fleets are down to an all-time low.

The industry hopes that the Government will look at the request sympathetically because, compared with the payout to some other industries, only a small sum is involved.

The vessels were formerly

The owners need to keep both port facilities and manpower together so that, when the EEC finally settles the Common Fisheries Policy and they can take decisions on fleet restructuring, the back-up facilities will not have run down.

RIG QUARTET

ABERDEEN TRAWLER owners George Craig & Sons has now become the largest offshore safety operators in Scotland.

The company recently acquired four converted side trawlers for North Sea safety duties.

run by John Brown and Son (Aberdeen), part of the Christian Salvages Group.

The vessels will be managed and operated through Craig's subsidiary, the North Star Fishing Co. In addition, five vessels also belonging to Salvages will now be managed by North Star.

Cod War 'buffers' for sale

TWO OF the buffer tugs chartered by the Fisheries Ministry to protect British trawlers working the distant-water Icelandic grounds during the last Cod War are being sold.

The 1,167-ton *Statesman I*, which saw action in both the 50-mile and 200-mile confrontations, has already been sold by the Humber-based United Towing (Ocean Tugs) to Singapore owners, while *Welshman* is one of three other tugs the firm is planning to sell in a deal with unspecified owners.

United Towing part of the giant North British Maritime Group of Humber-side, said the deals were part of its fleet modernisation scheme.



"Our Detroit is the best haul we've made"

Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we've had experience with this engine

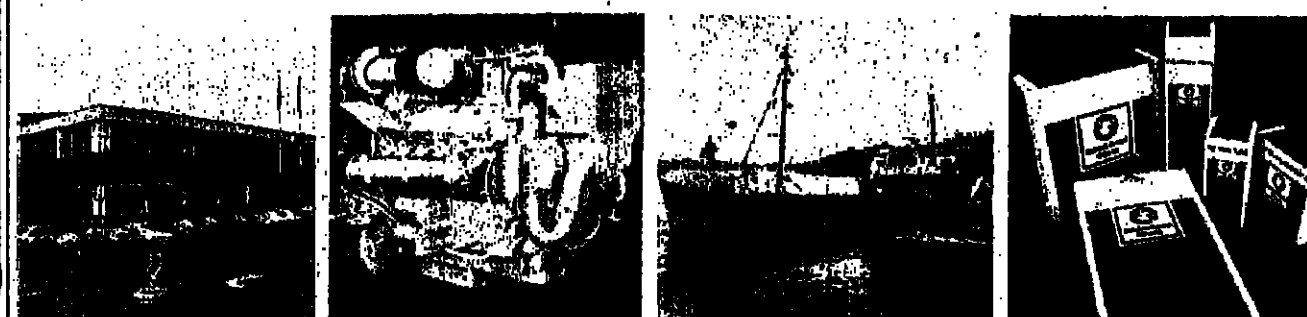
before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent". Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation. We have a brochure giving details of the Detroit 12V71 — may we send you one?



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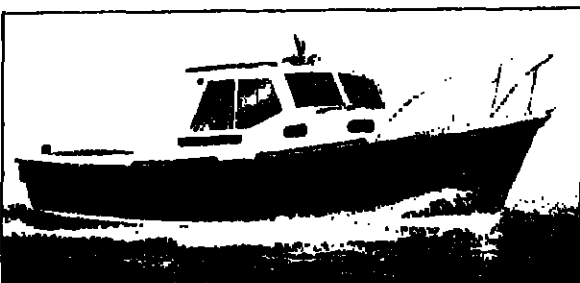


WORK BOATS

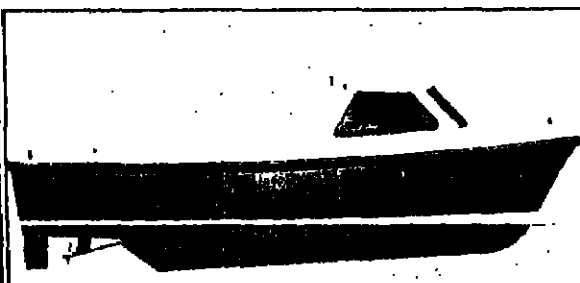
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In the 27-30ft range, standard workboat hulls are hard to come by unless you're prepared to make do with a motor launch design more suitable for the Broads than year-round rugged duty at sea.

The Hardy 8-25 and Wasp are sturdily built to workboat designs capable of fulfilling most inshore and estuarial duties. Although of similar length, they have very different characteristics.



HARDY 8-25 A heavy displacement round bilge design with considerable payload capacity.
LOA: 27ft Beam: 9ft Draft: 3ft 1in
Displacement: 4.7 tons Service speed: 7 knots



WASP A semi-displacement hull suitable for surveillance and as a personnel carrier.

LOA: 29ft Beam: 10ft 10in Draft: 2ft 8ins
Displacement: 3.5 tons Service speed: 12-20 knots depending on engine installation.

Both designs are available with forward wheelhouse and large cockpit but other superstructures can be supplied.

Tyler powerboat mouldings for workboat, commercial fishing and other professional duties are available from 18-75ft. Full details of these and other powerboat designs are available.

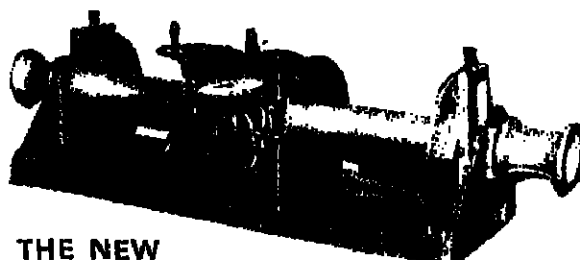
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Lunar Bow ready to go
into service.



From page 11

and up through pipes to the galleys on the shelterdeck.

The model 116 339 combination cargo winch and anchor windlass is located at the aft side of the foremast on the shelterdeck.

The boom lifter is fitted at the port side of the mast, while the boom swinger is mounted on the mast itself.

Fitted to starboard of the deckhouse, the model 116 236 endwinch is used for a number of purposes including hauling in the wedge of the purse net and for manoeuvring the fish pump. Karmoy also supplied the 14 in. fish pump complete with fish and water separator and hoses.

P. Bjørshol Mek. Verksted's type 803 360 20 net winch is fitted at the starboard side of the deckhouse, together with its control console. The unit is used in conjunction with either of two transport rollers.

Two bins for purse seines are arranged aft of the deck house and the boat is to use nets from Norsenet for mackerel and Saganet for herring and sprats.

A Karmoy net drum for mid-water trawling is located at the port side, aft of the

PURSER WITH BIG 'CAT'

deckhouse, and a trawl gantry spans the quarters.

Fishing instruments include the new Elac Mini Ladar sonar which, having a sounding frequency of 50 kHz, is particularly suitable for mackerel detection.

Also fitted is the new Elac LAZ 48 Panoramascope sector scanning sonar to indicate nine soundbeams transmitted simultaneously through a 90 degree sector and show their echoes.

Processor

Functions of the Panoramascope are controlled from an LAZ401 remote control unit which also gives a graph record of the central sound beam echoes.

Later this year this equipment will be supplied with the new Elac signal processing unit to eliminate unwanted echoes. Other Elac fishfinders include LAZ72 vertical recording echo sounder with LAZ62 Fishlupe, another LAZ72 unit

for net sounding and an LAZ45 Net Sounder Scope.

The two latter units are for use when trawling and display echoes received from the NES4 net transducer, fitted on the headline of the net to provide up and down sounding. An Elac electrically-driven cable winch handles the transducer cable.

Woodsons of Aberdeen Ltd. supplied and fitted the Elac equipment and also quite a number of the other wheelhouse instruments.

These comprise 'Sailor' T128 R105 and T128 R105 sub radio telephones, 'Sailor' RT144B vhf radio telephone, Woodsons intercom system, Mermid watchkeeping receiver, Robertson AP7 automatic pilot, OKI ONX 7 48-mile radar with ONA3 Variable Range Marker, and Ben Amphitrite speed log.

Other fittings in the lavishly equipped wheelhouse include C-Tech Omni Sonar from Canada, Kelvin Hughes radar with Variable Range Marker, Decca Mk. 21 Navigator and two Sorlandes seats. Tentford 130 ESG steering gear is coupled to Lunar Bow's autopilot.

Accommodation for the crew is of the high standard now becoming traditional among the Scottish purse seine fleet. There are three two-man cabins and a six-man cabin, plus adequate toilet and shower facilities. Galley fittings include a Beka electric cooker and a Gran fridge and deep freeze.

A roomy messroom and lounge leads off the galley and central heating is from electric heaters.

Safety equipment includes a Pyropress main engine fault monitor and an AFA Minerva fire detection and alarm system.

Other fittings in the

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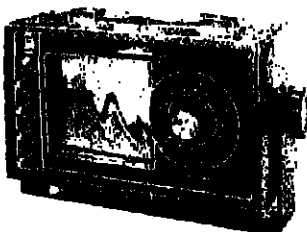
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TRADE ENQUIRIES WELCOME

August 18, 1978

Iceland is told: don't send more soft cod

THE QUALITY of catches landed by some Icelandic vessels at Fleetwood last week caused protests at the port. On Monday the Icelandic *Gudmundur I. Tungu* landed 1,625 kits, including more than 1,400 of cod. Of that total 650 went for salting and fish meal which resulted in vessel making only £28,095.

A spokesman for the vessel's agents, J. Marr and Son, said: "This was beautiful, good-sized cod, but it was rightly rejected due to the state it was in."

Standard

John Olgiersson, British representative of the Icelandic Fishing Federation, was shown the catch and told the standard must improve.

Earlier, Fleetwood Fish Merchants' Association had sent a telegram to Iceland saying that if Icelanders wanted to earn decent returns they should send better fish.

But Doris Hewsham, manager of J. N. Ward and Son, which has joined the Hazel Fishing Co. to act as agent for Iceland vessels, claimed that prices paid for the catch of their first vessel, *Saevik*, were £10 a kit less than the top prices because the merchants said the fish was soft. There were claims that it would have made more on the Humber.

Mr. Cook denied this and said the Icelandic vessel *Erlingur* received £11 more a kit on the day following *Saevik*'s landing (*Erlingur* made £51,522 from 1,723 kits against *Saevik*'s £23,038 from 1,095 kits).

He said: "We've proved that they will get good money

for good fish. This is unfair criticism."

It is hoped that these early protests will help resolved the problems because Fleetwood will need Iceland's fish even more when many local stern trawlers move south to work mackerel.

● Icelanders coming into Fleetwood have been on spending sprees which have boosted takings for local traders. The crew of the first ship to arrive after the lifting of the lumps unloading ban, *Dagvy*, are said to have spent £2,000 in a single day. With inflation running at 60 per cent in Iceland prices are cheaper at Fleetwood.

Local firms have sold a multitude of goods to the Icelanders — including one firm's coup in selling an

Icelanders a fridge freezer. Another firm reported selling the Icelanders goods ranging from tumble dryers to children's cycles.

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FISHING NEWS

50
years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

AUGUST 18, 1928

LATEST type of lifeboat sent to Fowey, Cornwall. She is 45ft. long, has a cabin, searchlight, and line-throwing gun. Driven by two 40hp engines, she has a speed of approximately eight knots. HERRING season off east coast going well but the large quantity of good fish means bad prices — only 4s (20p) per sixty fish.

TRAWLING company about to be formed at Padstow, Cornwall. 'Several gentlemen' funding plan to help put town back on fishing map.

MISSING Danish seine netter *Premier* towed into Grimsby by *Methellus* after being found off shore at Tetney Haven. She went missing after the skipper left her anchored when she developed engine trouble.

5,136-KIT HAUL

A TURNOUT of 5,136 kits from the 941-tonne Icelandic trawler *Juni* at Hull this week set a new record for a single wet fish discharge.

However, her £59,240 grossing fell £13,885 short of the vessel's previous best in the port, and £32,290 below the European wet fish record set up at Hull late in July.

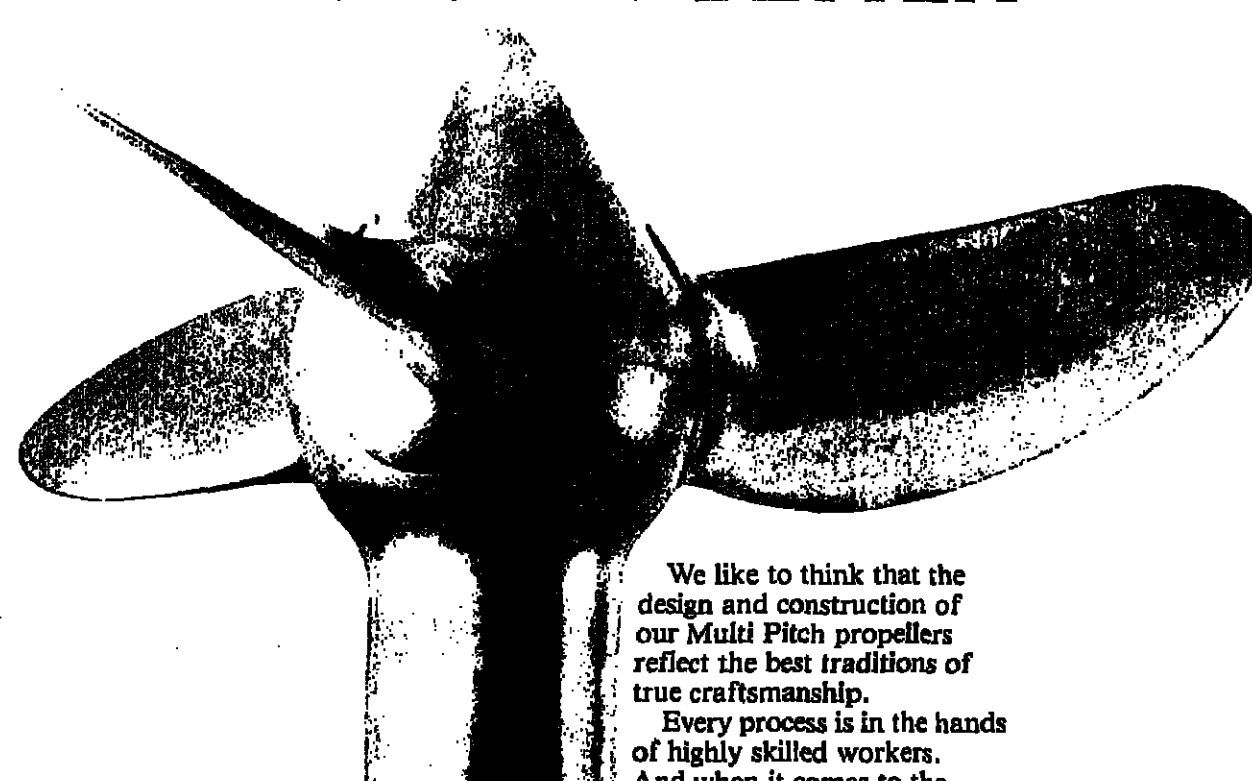
This trip was by the Icelandic stern trawler *Engy* with receipt of £121,480.

Although *Juni*'s latest turnout at Hull was huge, it is understood that the quality of some of the fish was poor.

The landing was spread over two days: 2,481 kits made £48,968 at Monday's sale and the balance was sold the following day.

It was *Juni*'s second Hull landing of the year and, later, the ship went to Jarrow for a keel refit in a drydock.

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Multi Pitch propellers are used in conjunction with engines and gearboxes of many makes designed for fishing vessels, freighters and tugs.

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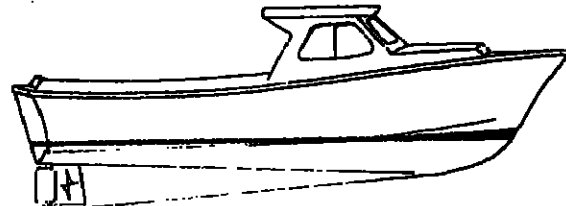
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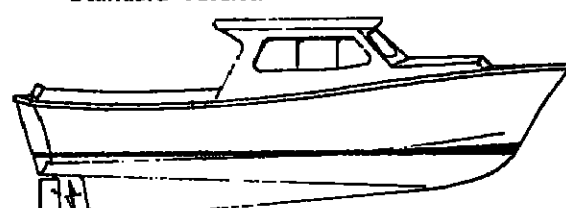
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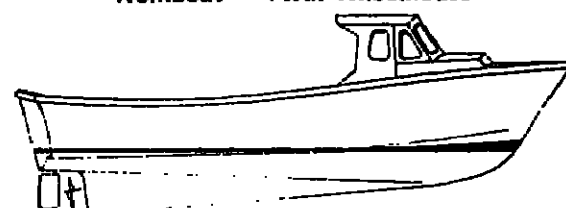
Standard Version



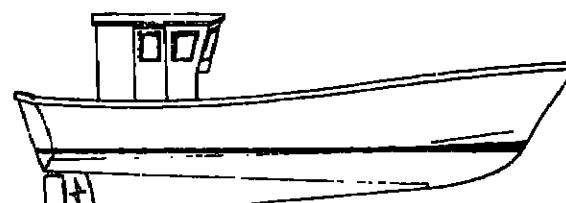
Standard Version - Ext. Wheelhouse



Workboat - Fwd. Wheelhouse



Workboat - Aft Wheelhouse



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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The choice of professionals who know the sea and demand the best.

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Tamar to pay two sacked workers

TWO WOMEN union leaders, sacked for "instigating discontent" at a Plymouth fish factory, have been awarded compensation after successfully claiming unfair dismissal.

An industrial tribunal in Plymouth heard that, in a row at Tamar Fish Processors, obscene letters were sent to a staff member and the manager, that a girl was "sent to Coventry," and there were rumours that the manager stole crab.

William Dugmore, the factory owner, said Brenda Holroyd, a shop steward, and Margaret Witcombe, a supervisor, had "an hypnotic effect" on the workforce.

The tribunal ruled, however, that both women had been unfairly dismissed and ordered compensation — despite a request for reinstatement. Mrs. Holroyd received £877 and Mrs. Witcombe £624.

Danny Bryan, district secretary of the Transport and General Workers' Union, refused to withdraw a request for reinstatement, but was over-ruled.

The tribunal heard that the company moved to larger premises with the object of trebling output, but by this year the number of staff — mainly women — had fallen to 22.

Mr. G. Cocks, the tribunal chairman, pointed out that no evidence had been given that the manager was guilty of dishonesty of any kind.

Mr. Dugmore told the hearing that he had sacked what he thought were the instigators of a conspiracy, and that after sitting through the hearing, he still considered them to be so.

Pot hauler cuts rope wear

CATTERMARINE is using a special polyurethane material on the inside faces of its one-tonne and three-quarter-tonne slave hauler wheels for pot hauling.

The facing was first used three years ago on the Newlyn crabber *Matthew Harvey* and on a Caernarvon potter. In both instances, it is claimed, no wear has occurred and substantial savings in rope have been achieved.

This material seems to partially envelope the gripping surface of the rope and helps to eliminate slip or abrasive action which can occur with sand on the outer surface of the hauling rope.

It also eliminates the need to machine skim when wear does occur. The polyurethane facing is cast into the aluminium alloy wheels.

The founder of Cattermarine, Mr. H. F. Macintosh, is retained for technical and sales duties by Drum Engineering, which now owns Cattermarine.

He told *Fishing News* the hauler is being used aboard the 33 ft. *Flyer II* from Bembridge, Isle of Wight, and has given good results.

Cooler

This installation uses Cattermarine's hydraulic powerpack with electro-magnetic clutch built into the pulley wheel drive. The powerpack consists of a two-gallon aluminium alloy tank which has the pump inside the tank, as well as the filter and relief valve.

The unit is provided with an oil cooler using the main engine cooling water and is said to be only lukewarm at the end of a "hauling" day.

Speeds up to 230 ft./minute are achieved and, subject to the engine pulley diameter, speeds up to 300ft./minute can be reached. The powerpack and clutch was designed by Drum

Engineering which makes the hauler.

A feature of the Cattermarine slave and capstan one-ton hauler is that the capstan head is of generous proportions and provides an alternative to the slave hauler with its auto rope ejection when hauling on rough ground and fasteners occur.

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'We'll have to stop fishing' blow for Grimsby

GRIMSBY'S small-boat fleets of anchor-seiners and pair trawlers continued their amazing run of heavy North Sea landings and big grossings last week, but the port's trawler owners went through easily their worst spell of the year as demand for deepsea fish dropped.

"It has been nothing short of a disastrous week for us," a trawler spokesman told *Fishing News*. "And unless things improve rapidly we shall have to stop fishing and tie our vessels up. We just cannot compete, at the moment, with the seiners on costs or earnings — it is as simple as that."

To add to the seasonal problems of indifferent fishing on the middle and distant-water grounds, hundreds of kits of trawl-caught fish were left unsold every day of the week. Only four trawlers, out of 17 landings, grossed more than £15,000 for trips which mostly lasted about 16 days.

Picked up

Worst hit of the trawler owners was the Boston Group, Belgium (Skipper Frank Gray), landing the only distant-water catches after 23 days on the Norway coast, picked up £17,867 from a turn-out of 880 kits (largely red and roughs) only to see one-third of the catch (327 kits of reds) sent for meal.



Margrethe Bojen — yet another huge grossing from a short trip while the trawlers went through a continuing bad patch.

BIG LOSSES AT FLEETWOOD

FLEETWOOD home-water trawlers are having a tough time with quality varieties hard to come by. Two of the biggest losses on voyages were sustained by the big side trawler *Boston Explorer* and the stern trawler *Iruana*.

Boston Explorer was away for 16 days in catching 709 kits, but of this total 750 were colley which met an indifferent market and the vessel grossed only £11,010.

Iruana fared much better on markets but did not have the quantity fish to take advantage of it. The vessel was at sea for 12 days — mainly on the Rockall grounds — before returning with just 308 kits which sold for £11,084.

The much smaller *Admiral Hauke* (108ft.) did almost as well as the bigger vessels. Skipper Harry Buckley brought her in with 340 kits which sold for £10,381.

Two others of the Hewitt company's small ship stable also landed. *London Town* (Sk. Jim Buckley) had 320 kits which sold for £9,018. Her sister-ship *Royalist* (Sk. Alan Bedford) made £7,417 from 284 kits.

Earlier, *Boston Phantom* (Skipper Albert Hollington) lost 185 kits unsold to the salters from a landing of just 564 kits after 16 days working the Western-North Sea grounds for only £8,850.

Broken trip

Boston Halifax, the port's top distant-water vessel so far this year, but which has no north-east Arctic licence now, weighed in with just £7,256 from 221 kits after a broken trip in the North Sea.

Best overall trawler effort came from Taylor's *Ochoa* (Skipper Jimmy Green) with a 16-day Rockall trip of well-mixed fish which included 330 of sizeable haddocks in a 576-kit landing to collect £17,170.

But the firm also had its share of trouble and *Kyoto* made only £8,215 from 402 kits after losing 138 kits of sullocks to meal.

BUT had a high of £16,873 from 1,017 (237 kits to salters and unsold) by Ross Kipling (Skipper Dave Scott) and a low of £8,720 from 499 kits (128 of small colley unsold) by Ross Cheetham. The only firm to steer clear of heavy losses was Lindsey Trawlers.

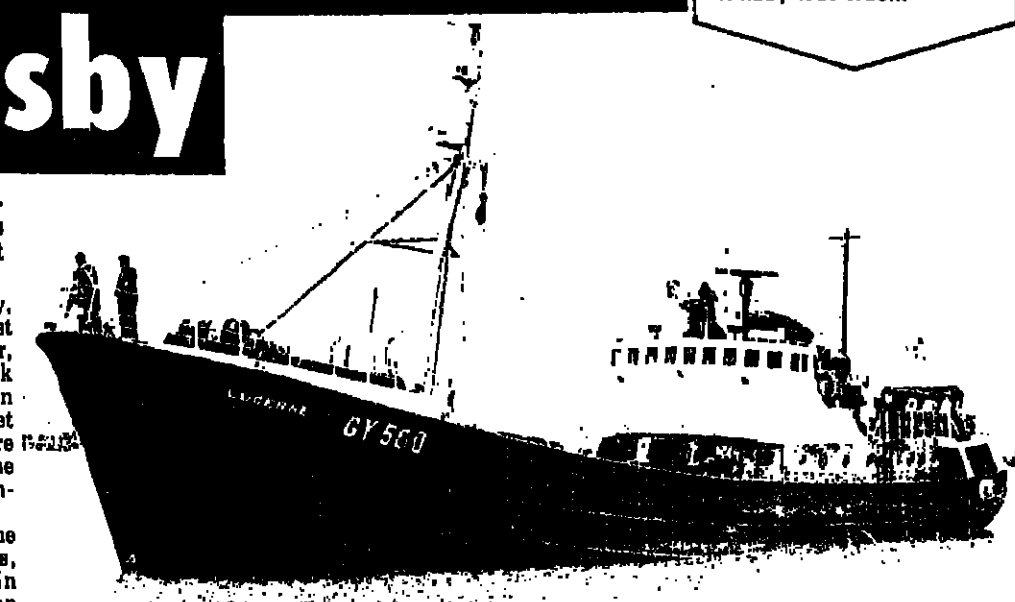
Although far from satisfactory, its smaller vessels did reasonably well and *Lucerne* (Skipper Steve Davidson) scored very well with some quality plaice in a landing of 351 kits worth £12,299 after 14 days in the North Sea.

Heading the bonanza the North Sea fleet is now enjoying was *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) with 1,876 kits, mostly codstuffs, after a 12-day trip.

The pair, which operate

through the John R. agency, had the misfortune to hit last Friday's sliding market for, with cod earlier in the week making £50 per kit, an average of £30 would have set a new pair record of more than £50,000. However, the team had to settle for a combined £46,877.

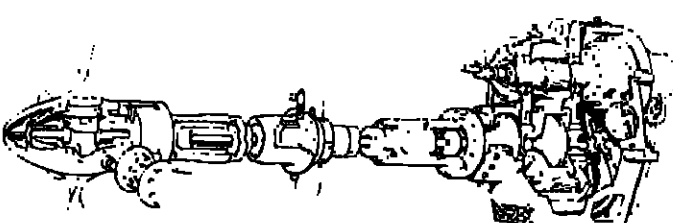
With Console again in the money with its seiners, Skipper Anton Bojen in *Bekimael* led the way on £13,955 from 421 kits.



Below: *Lucerne* is one of the few North Sea trawlers which, for her size, made a reasonably successful grossing. She earned £12,299 at Grimsby last week.

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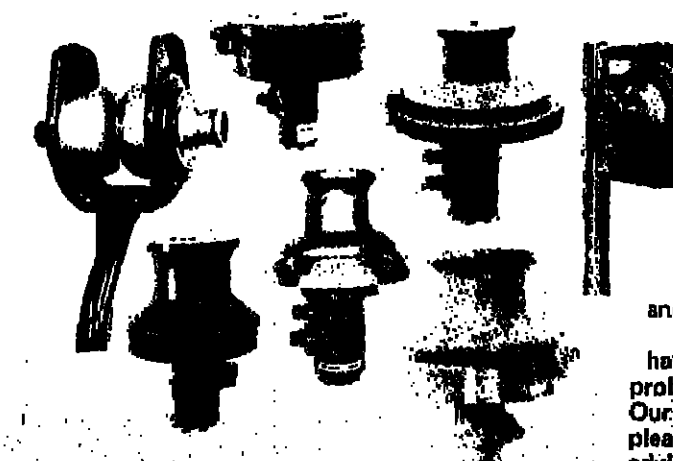
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VESELS FOR SALE



28ft. MFV 50hp Petter 3.1 reduction gear, sounder, trawl, winch, trawl doors, £2,000, telephone Frinton-on-Sea 3241.

36ft. x 12ft. x 4ft. GRP fast putting gill netter built 1974, aft wheelhouse, 250 hp Ford Sabre, fitted Deca 101, zoomer, auto pilot, Faulkling single side hand, Redfin V12 all boat property. On hire Deca MK21, forward steering position with full controls, hydraulic capstan, offers group, £2,000, grant and loan transferable. Telephone Whitstable 262 685.

MFV stern trawler 36ft. x 11ft. 6in. x 4ft. 6in., Perkins 110hp 3.1 reduction, on hire Deca MK21, boat's property radar, two radios, echo sounder, trawl, auto pilot, fitted for scalloping, best in good condition ready for use, £13,300, telephone Star Cross 419.

MFV "My Gypsy" 28ft. x 9ft. 6in. x 4.3ft. Saltram GRP, fitted out for stern trawling, 80hp Ford Mercat 1200, trawl, auto pilot, fitted for scalloping, best in good condition ready for use, £13,300, telephone Star Cross 419.

FOR SALE BY PRIVATE BARGAIN APPROVAL

M.B. "EVENING STAR" PD 149
built of wood by Richard Irwin, Peterhead, 1966, O.L. 74.9ft. 8.2ft. B. 19.2ft. Gross tonnage 49.74.

In 1971 the vessel was extensively modernised as follows. A new engine, Gardner 230 hp engine, later 18 hp Hudsons Hydram Power Block etc. were fitted. The vessel was re-wired throughout and 110 volt, full room and cabin were refitted. 1978 some net hydraulic raps and aluminium disk wheel, power assisted steering and a Decca Automatic Pilot were installed. Equipment owned: Woodman R.T. 8000, Eddon and Phillips. Equipment hired: Decca Mark 21 Navigator and Plotter, Kalmat Echo-sounder, Plotter S.B. & N.T. and V.M.F. Decca Radar.

This vessel is in excellent condition, will have passed a DTI survey before sale, is equipped for sea and land and will be sold with a quantity of fishing gear. The vessel is presently fishing from Peterhead where she may be inspected by arrangement with George Baird, 16 Landend Road, Peterhead - telephone number 3170 or with Caley Fisheries (Peterhead) Ltd., 11 Harbour Street, Peterhead, telephone number 2416 with whom offers should be lodged. Offers close 12 noon Saturday, 26th August, 1978.

MV "LUSTRE" (LK.318)

Built 1967 Watt, Banff.

Length 23ft., (registered 30ft.), Ford 100hp "C" power installed 1974, Wagner hydraulic steering through 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 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